G.R.S. IX—5]

Previous references. 1923-24 (A + a)

File No. 17-23

Serial Nos. 31

Later references.
A.R. Sept 1924-25

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 1 V

Part B for February 1924

SUBJECT

~~Fixation~~ question of ~~fixation~~ rates of a fixed T/A system in the case of Touring officers viz Chief Engr, D.W.S. T. Commr of Edn. T. Commr of Police. Ex: Concur + Rev: Concur.

A 31 - To All Heads of Depts:

No HC 4752-801 of 27-2-1924.

Permits Heads of Depts: to perform road journeys between places connected by rail provided that the circumstances are fully explained in the bill.

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171

Ft a 17 - 23

Copy of letter No.M.516 dated 29th January 1923, from the Dewan of Mysore, to the Comptroller, Mysore Government.

.....

I have been considering for some time past, the question of introducing a fixed travelling allowance system, as an experimental measure, in the case of some officers. Before proceeding further, I should like to have a few statistics showing the average Travelling Allowance drawn by the Officers named below:-

Chief Engineer, Public Works Department.

Inspector-General of Education.

Inspector General of Police.

Excise Commissioner.

Revenue Commissioner.

2) Please also let me know what is the total booked expenditure on Travelling allowance for the whole State during the last six months of this year comparing it with the budget allotment.

3) It has been represented to me that the rule as regards the shortest route and also one which compels an Officer to travel by railway when there is a railway connection, is being enforced by the Audit Department too rigidly and I give you an example which has been brought to my notice. It is alleged that when an Officer has to go to Hunsur from Mysore, you insist that he should go to Yedatore by train and then go by road from Yedatore to Hunsur. I should like to know if these objections are frequently made and whether they cannot be waived in the case of Heads of Departments who are Provincial Officers and whose touring and inspection work has to be done with due regard to economy of time as well as energy.

4) Lastly, I would request you to let me have an idea of the increase of work in the Travelling Allowance Audit Department of your Office during the last three years, if any, showing by statistics, the volume, the number of Travelling Allowance Bills dealt with, the number of objections and the amount retrenched as a result of the objections.

.....

Extract from D.O. letter No. 224/T.A. Encls. 3, dated the 6th February 1924 from the Comptroller to Government, to the Dewan of Mysore.

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x x x x x

5) 4. As regards the rule about the shortest route referred to in Para 3 of your letter, It is a fact that this office insists, in the case of Heads of Departments, on their performing the journeys between places connected by rail, by train, except when they have road side inspections to conduct, as the rules as they now stand do not permit of any discretion being exercised by the Audit Office in the matter. I may also state that, while under Note to Article 535 B of the Mysore Service Regulations certain Heads of Departments are authorised to declare the shortest route in respect of journeys performed by their subordinates, the sanctioning authority in their own case has not been fixed. It is a point for consideration whether the sanction of Government should be obtained in such cases or the Audit Office should be given the discretion to pass mileages for such journeys on the explanation furnished by the officers. The difficulty in the latter case would be for the Audit Office to determine which cases may be held to satisfy the requirements of the rule and which not. The only alternative is to permit these offices to make such journeys and the Audit office to admit the claim on their certificate that it was done with due regard to economy of time as well as energy..

x x x x x x x x

CSR.

Memo No. 436.

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REPLY.

(*To be written on this margin*)

ALa 17-2

Office of the Dewan of Mysore.

NOTE.

Dated.... 8th February 192 4

D 2922

6) The accompanying extract, from para 4 of the Comptroller's letter No. 224 dated 6th February 1924, in regard to the audit of the travelling allowance bills, together with a copy of my letter to the Comptroller, dated the 29th January 1924, is forwarded with compliments to the Financial Secretary to Government for favour of remarks.

To

The Financial Secretary to
Government, with compliments.

CSR.

G. R S. III-2]

General and Revenue Secretariat. | 1 File No. 17 of 1923

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7) The question is this: Can an officer be allowed road mileage for a distance served by rail? It is a fundamental rule of Travelling Allowance Regulation that normally claims to distances served by rail should be at ~~the~~ railway fare rates. The grant of road mileage rates for such distances should be an exception, to be permitted in ~~x~~ circumstances in which a road journey is necessary in the interests of public service.

8) If part of a distance is served by rail and part not so served, it is generally more convenient for ~~the~~ a touring officer to travel the whole distance in his own car. In such a case, he ~~generally~~ thinks that he should be paid at the road mileage rate even for the distances served by rail, on the ground that he has actually performed the journey by road. Government are not generally concerned with the particular form of conveyance an officer employs for making his tours. What the rules allow are certain amounts ~~are certain amounts~~ calculated at railway fare rates for distances served by rail and at road mileage rates for distances not so served. It is not, therefore, correct to assume that if a railway fare rate is allowed under the rules, an officer is compelled to perform that journey by rail. If it is more convenient for ~~the officer~~ him to do it by road, he is at liberty

NOTE—Contn. sheet.

to

G. R S. III-2]

General and Revenue Secretariat.

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to do so, but for purposes of travelling allowances he will not thereby get the ~~right~~ right of charging for it at road mileage rates.

9) That, for a distance served by rail, only railway fare rate should be allowed, is an important rule, the object of which is to economise expenditure on travelling allowances and I do not think it is desirable to abrogate this fundamental rule.

10) As regards the point raised by the Comptroller as to who is competent to authorise the payment of travelling allowance at road mileage rates for distances served by rail in respect of journeys by Heads of Departments, there are only two alternatives. (1) All these cases will either have to come up to Government or (2) the Heads of Departments themselves will have to be given the power to claim road mileage rates in such cases, subject, of course, to the submission of explanation on the bills concerned of the circumstances in which road journeys are necessary. I think the second alternative has to be adopted and cases in which the Comptroller considers that the justification urged is not sufficient, may be brought up to the notice of Government by him.

DEWAN'S OFFICE. A. GH 9/2 1928 5716

DEWAN.)

11) Jagpal 16. 12) [illegible] 372/24

13) [illegible] 14) Please see orders of Comptr. accordingly. to Heads of Depts [illegible]

15) Done please [illegible] 8/7/28

NOTE—Contn. sheet.

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General and Revenue Secretariat.

A & C File No. 17 of 19 23

Serial No.	
	16) Rpt. submd. A simpl addn to M&P (6) is also putup 19.2.24 file seen) 17) seen 21/2/24
	18) Case seen 23.2.24
	19) Mg
21)	All Hdqrs depts — H.C. H.S.-2-80	27-2-24 — Permit Hdqrs. depts to perform road journeys between places connected by rail, provided the circumstances are fully explained in the bill A & C. No. 12 & 28/2/2

NOTE—Contn. sheet.

S.O.R.

7.

Proceedings.

G/R. S. G/33] 744 17-23-31

GENERAL AND REVENUE SECRETARIAT.

~~(Continuation sheet draft form.)~~

Orders: No 24752-801/27 Feby/24

Under art. 3 3 5 4 (k) M.S.R.,

~~4.~~ (e) The power ~~of declaring the shortest route and~~ of prescribing (in special cases) subordinates to perform road journeys between places connected by rail, is delegated to the ~~vested in certain~~ H.O.O. of Depts. specified in App. R. of the M. & R.; but the ~~sanctioning authority~~ authority competent to accord such permission in their own cases has not been ~~specified~~ defined. Govt. direct that in such cases the Heads of Depts. themselves may be authorised to ~~give the powers~~ claim road mileage rates, ~~subject to the provisions of~~ full explanation being furnished of the circumstances concerned, of the circumstances under which road journeys are made. ~~Govt. are accordingly unable to sanction the proposal.~~

The completion of